

AMENDMENTS TO THE SPECIFICATION:

Please replace the paragraph [0063] on page 19 of the substitute specification submitted on January 23, 2006 with the following rewritten version:

[0063] Furthermore, among the gearsets G2, G4, and G6 associated with the even gearbox speed grouping (second gear, fourth gear, sixth gear) provided between the second input shaft 6 and the layshaft 15, for enabling appropriate transmission of the gearset G6 positioned closest to the engine a specialized interlocking mechanism ~~[[38]]~~ 37 is positioned between the gearset G6 positioned closest to the engine and the adjacently positioned gearset G2. Therefore, no synchronizing interlock structure (including a clutch gear such as the clutch gear 37b) is present between this interlock mechanism 37 and the gearset G2 (gear 33). This enables the gearset G2 (gear 33) to be brought into closer proximity with the gearbox housing front wall 1a bearing support portion (roller bearing) 16 for the layshaft 15, thus allowing provision of sufficient support rigidity for the gearset G2 (gear 33) to withstand a high torque involved when transmitting said high torque due to a major decrease in gear speed ratio.